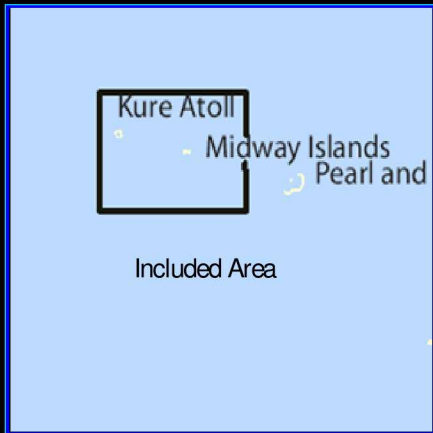


BookletChartTM

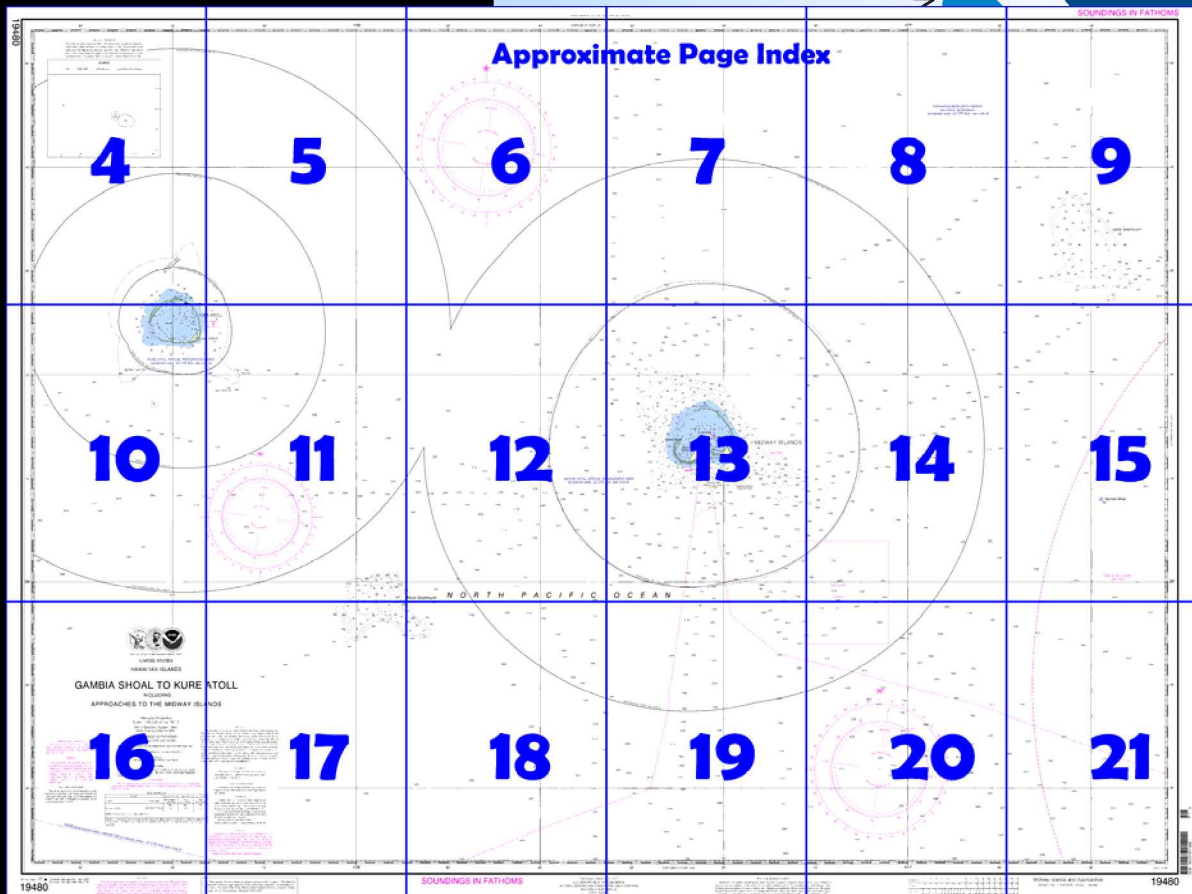
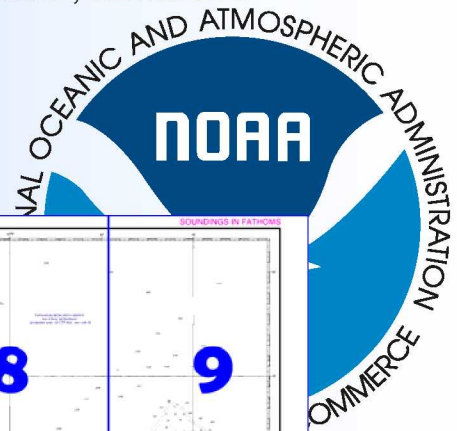
Gambia Shoal to Kure Atoll

(NOAA Chart 19480)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

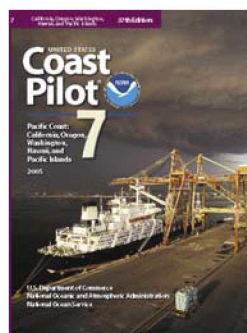
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 14 excerpts]

(958) **Midway Islands**, 1,150 miles WNW of Honolulu, were discovered in 1859 by Captain N. C. Brooks, an American shipmaster on the Hawai'ian vessel GAMBIA; possession was taken on behalf of the United States on September 30, 1867, by Captain William Reynolds of the U.S.S. LACKAWANNA. The circular atoll is 6 miles in diameter and encloses two islands. The coral reef does not completely enclose the lagoon; there is a natural opening on the

W side, and another opening has been dredged on the S side. The reef rises abruptly from deep water and there are no off-lying rocks or shoals; breakers mark all seaward sides of the reef. The enclosed islands average 12 feet high with a maximum height of 45 feet. Numerous birds,

especially albatross, nest on the islands and are sometimes a hazard to landing or departing airplanes.

(959) The Midway Islands, not part of the State of Hawaii, are under the administration of the Department of the Interior **Midway Atoll National Wildlife Refuge**.

(960) Requests for emergency entry of vessels in distress should be made by any means possible to the Joint Rescue Coordination Center (JRCC), Honolulu, Hawaii (808-541-2500). JRCC will then obtain entry approval or denial from the USFWS Refuge Manager and provide a response to the requester.

(961) Non-emergency entry requests must be approved in advance by contacting the USFWS Refuge Manager. Additionally, the Midway harbormaster can be reached by VHF-FM radio channel 16.

(965) Marked dredged channels through the S reef lead to deepwater basins on the E and NE sides of Sand Island, and to a small-craft basin on the W side of Eastern Island. The entrance channel is marked by a lighted buoy and a **395.5°** lighted range. (**Consult the United States Fish and Wildlife Service for latest controlling depths in channels and alongside piers.**)

(966) The established anchorage area is NE of Sand Island. Outside anchorage is available in depths of 15 to 25 fathoms E of the main channel sea buoy; this anchorage is fair during NE winds, but should not be attempted during winds from other quadrants. Anchorage S of Sand Island is prohibited to avoid possible fouling of the San Francisco-Honolulu-Midway- Guam-Manila cable.

(967) Vessels approaching Midway Islands are reminded that entry into the Midway Atoll National Wildlife Refuge is prohibited without prior approval. In approaching from any direction, vessels will remain 3 miles off until S of the entrance. Then vessels should steer a course to pass through a position (28°09'25"N., 177°21'15"W.) about 2 miles S of Midway Channel Entrance Lighted Buoy 1, then steer a N course heading directly between Sand and Eastern Islands until the channel is made out, then steer on the range. Due to the prevailing E winds and W set of current, caution must be exercised in entering. Drift and leeway should be anticipated, and sufficient speed should be maintained at all times to control the vessel. (See discussion of currents in the channel.)

(968) Radar and visual contact have been frequently made with the radio towers on Sand Island at distances in excess of 20 miles.

(969) The best radar returns are the SE edge of Sand Island, the stranded wreck on E edge of the entrance channel, the radio towers on Sand Island, an unlighted platform on the N side of the atoll, and the W tip of Eastern Island.

(971) The current off the main entrance channel usually sets W with a velocity of about 2 knots. Within the channels, the current changes direction with velocities of 2 to 8 knots, depending on the weather; extreme caution is necessary to avoid being carried outside the channel limits. It is reported that during heavy gales Welles Harbor is full of strong currents caused by the sea forced over the reefs.

(977) Two deepwater piers are on the NE side, and one smaller pier is in the inner harbor on the E side of **Sand Island**; a small-craft pier is on the W side of **Eastern Island**.

(978) Provisions, jet fuel (JP-5), and water are not available for commercial use, except in case of emergency. Limited emergency repairs can be made to vessels, but there are no drydocking facilities. Tugs are available; there is a 20-ton mobile crane for use in emergencies.

(979) **Nero Seamount** is about 30 miles WSW from Midway Islands. Nero Seamount, formerly Pogy Bank, extends about 8.5 miles in an E-W direction, about 7 miles in a N-S direction, and has a least depth of 37 fathoms.

Table of Selected Chart Notes

Corrected through NM May 12/07
Corrected through LNM May 01/07

NOTE C

Entry upon Kure Atoll must be approved by the State of Hawaii Department of Land and Natural Resources and Commander, 14th U.S. Coast Guard District, Honolulu, Hawaii. The restrictions apply to all civilian and military agencies as well as individuals.

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:180,000 at Lat. 28°13'
World Geodetic System 1984
(North American Datum of 1983)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

For symbols and Abbreviations see Chart No. 1

NOTE E SHIP REPORTING SYSTEM

The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, at the Office of the District Engineer, Corps of Engineers, in Honolulu.

NOTE B

The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument have been slightly offset for clarity. The inner limit of the Ship Reporting System Area is co-linear with the outer limits of the Areas to be Avoided and is not depicted.

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area in which and around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

NOTE D AREA TO BE AVOIDED

All vessels solely in transit should avoid the area (MSC IMO SN.1/Circ.263).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, Hawaii or at the Office of the District Engineer, Corps of Engineers in Honolulu, Hawaii.

Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
NAME (LAT/LONG)	feet	feet	feet
Midway Islands (28°13'N/177°22'W)	1.2	1.0	0.2

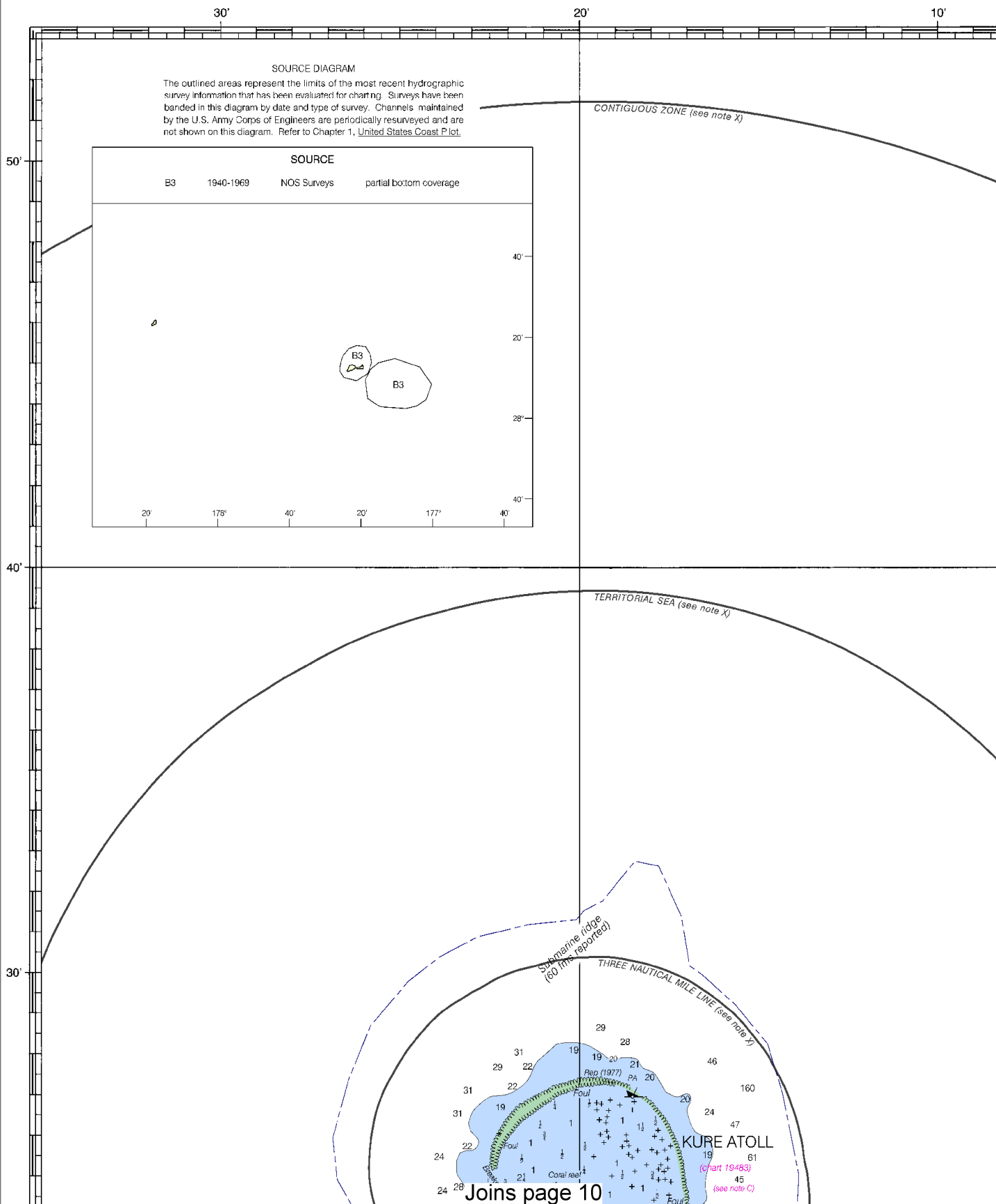
NOTE: Chart was last revised: 2/88, 10/99, 12/02

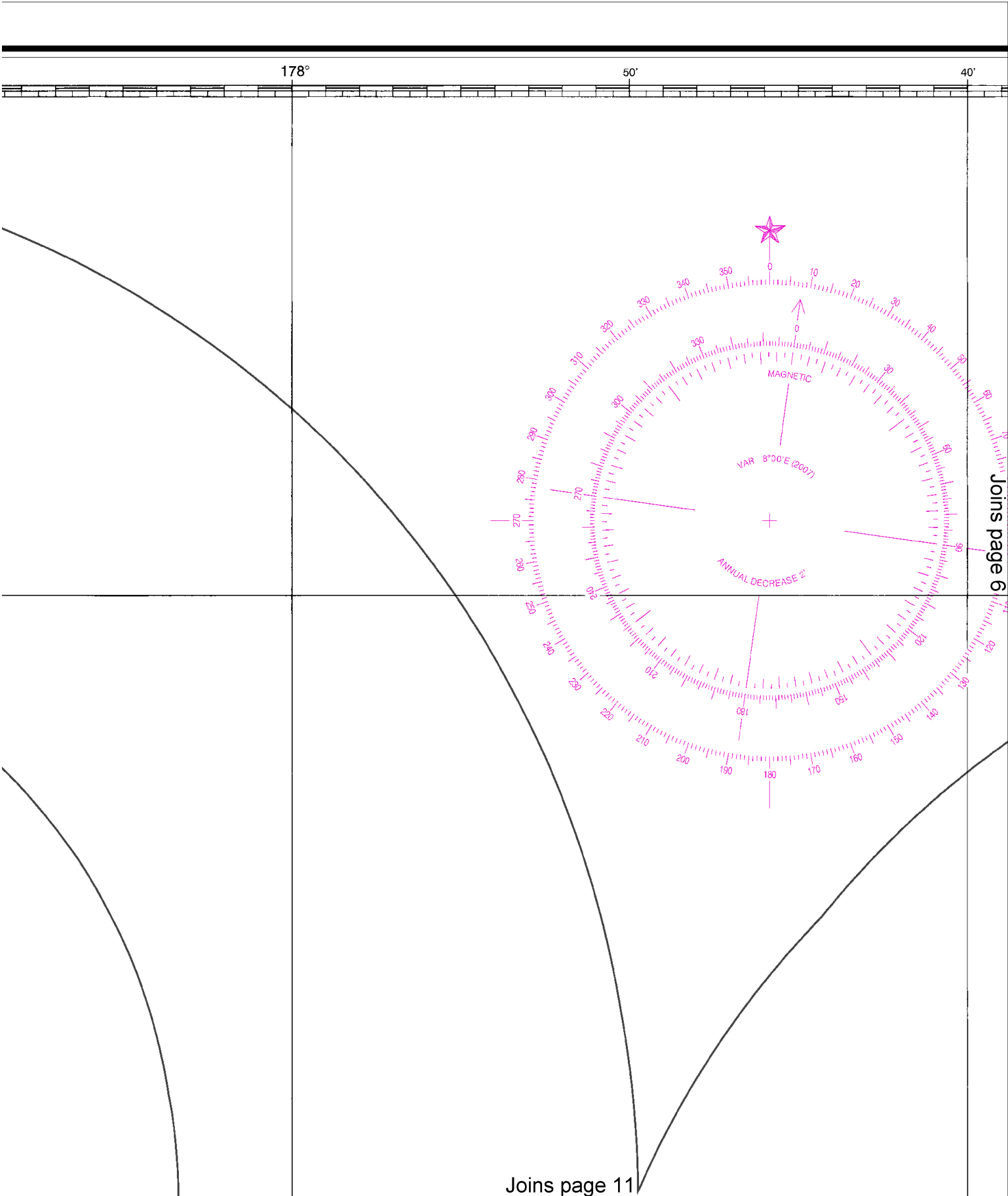
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Apr 2007)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.





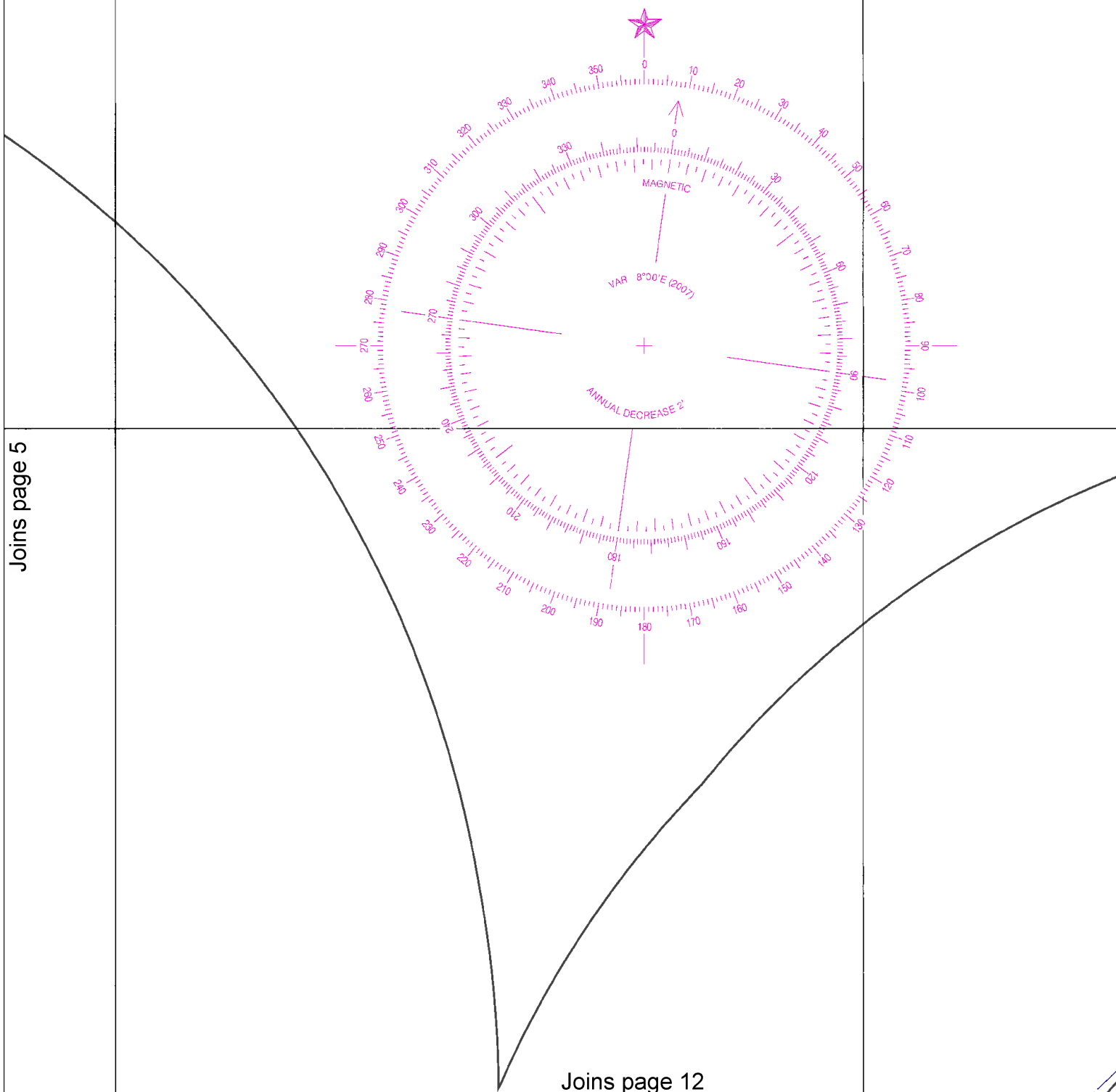
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:240000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

178°

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40°

CONTINUED ON CHART 540



Joins page 5

Joins page 12

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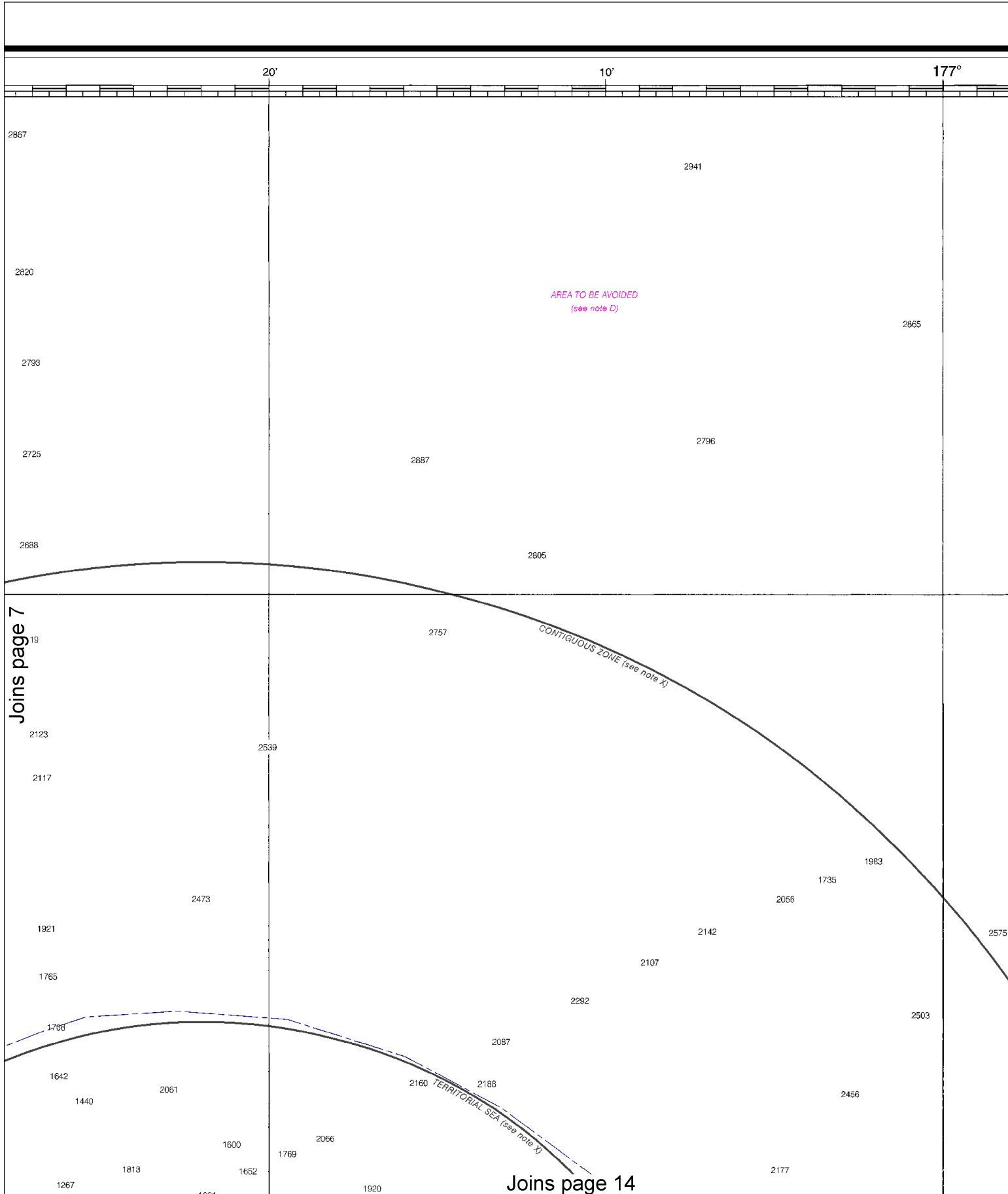


Joins page 8

Joins page 13

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

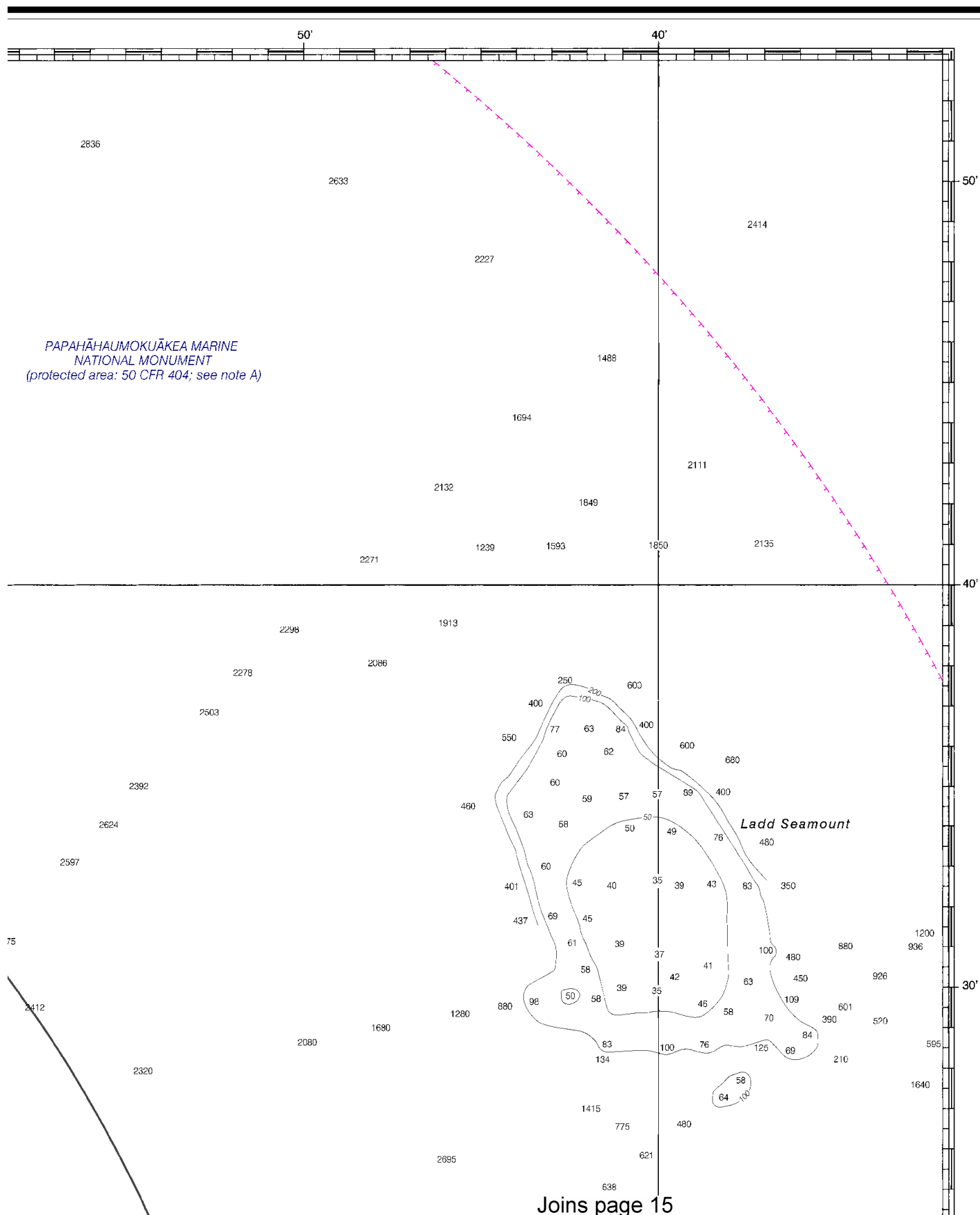
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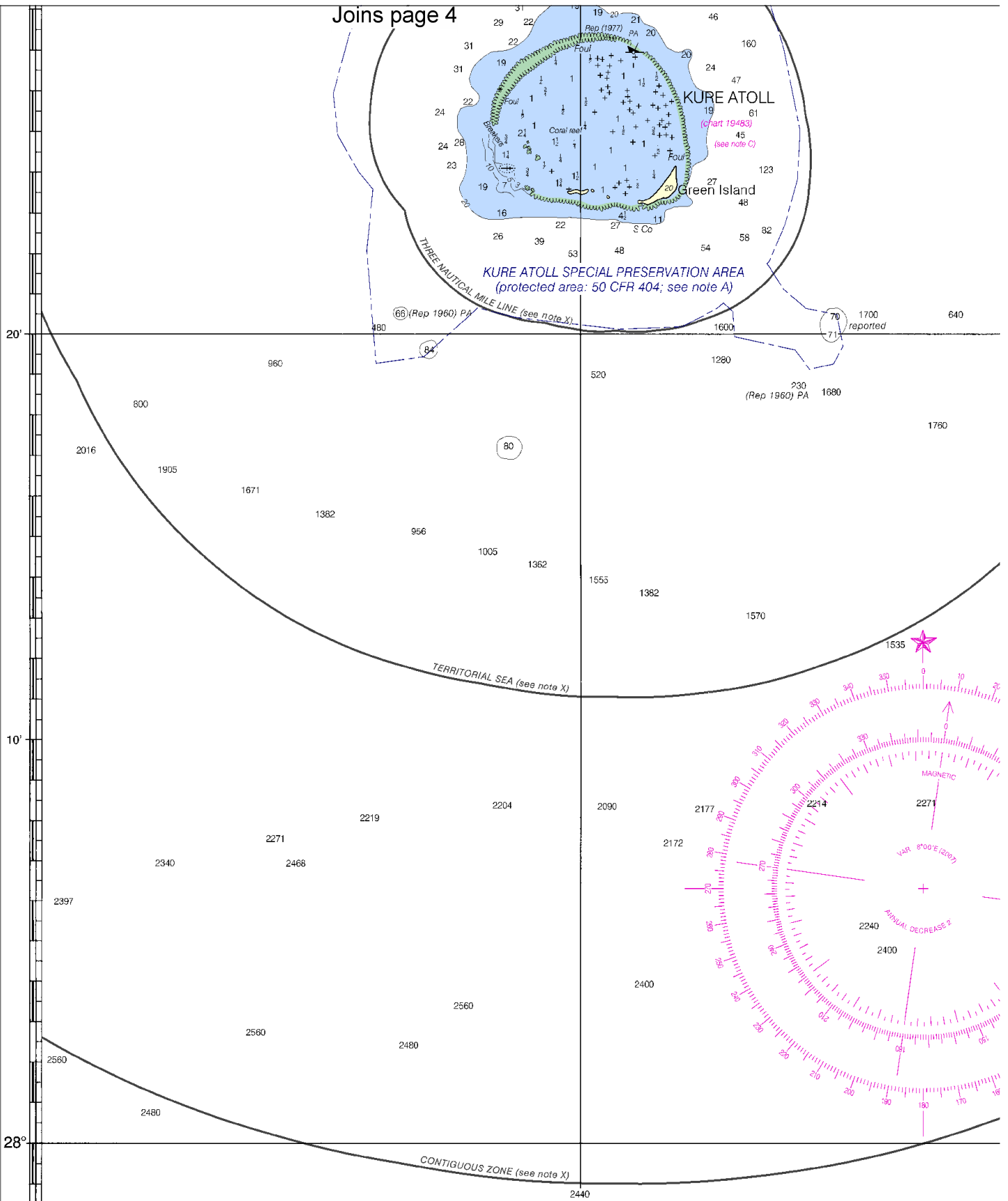
8



PAPAĀHAUMOKUĀKEA MARINE
NATIONAL MONUMENT
protected area: 50 CFR 404; see note A)



Joins page 4



Joins page 16

10



Joins page 5

Joins page 12

Joins page 17

<i>N O</i>	<i>R T H</i>	<i>P A C</i>
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Joins page 6

Joins page 11

MIDWAY ATOLL SPECIAL I
(protected area: 50 CFI)

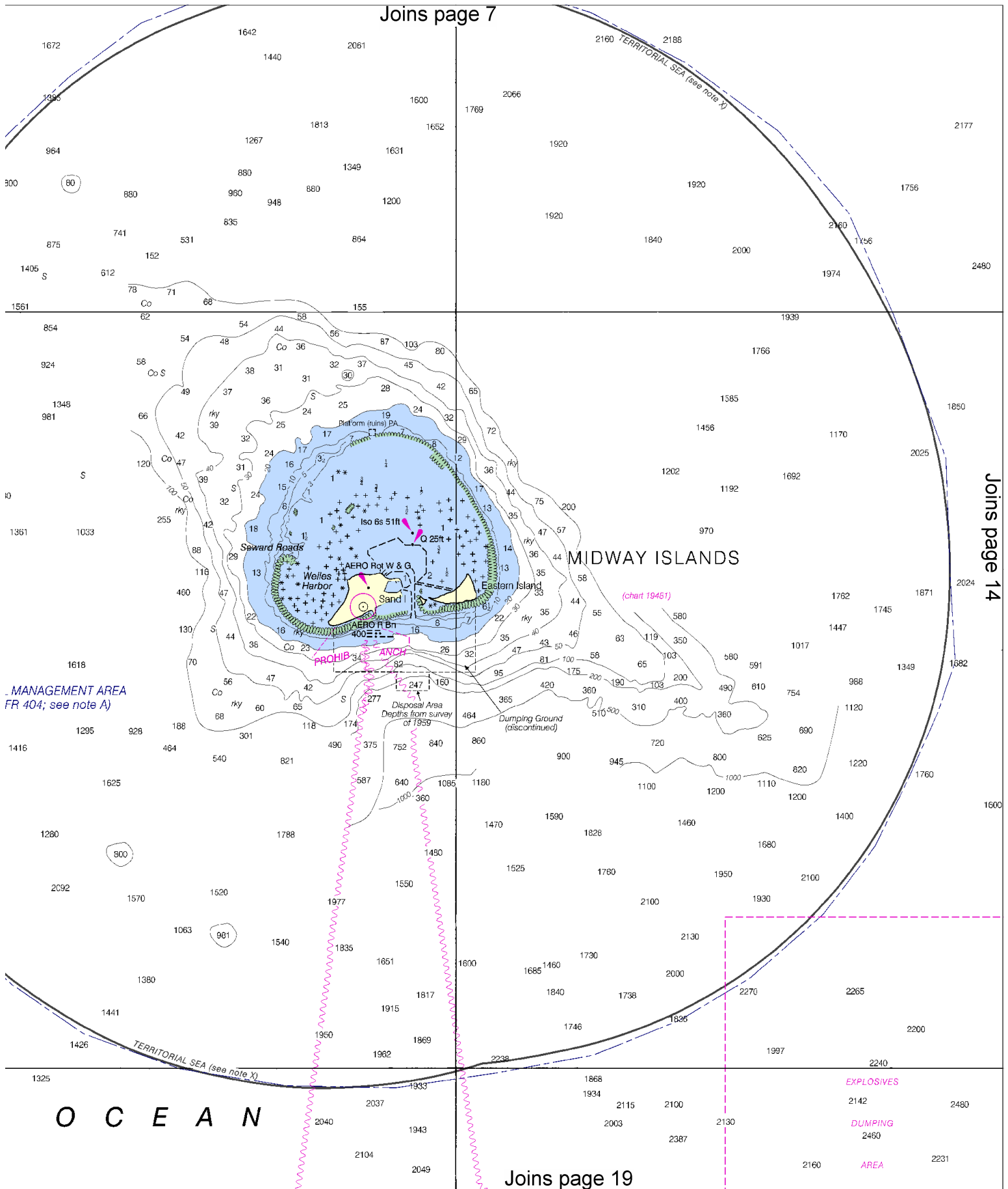
Nero Seamount

N O R T H P A C I F I C

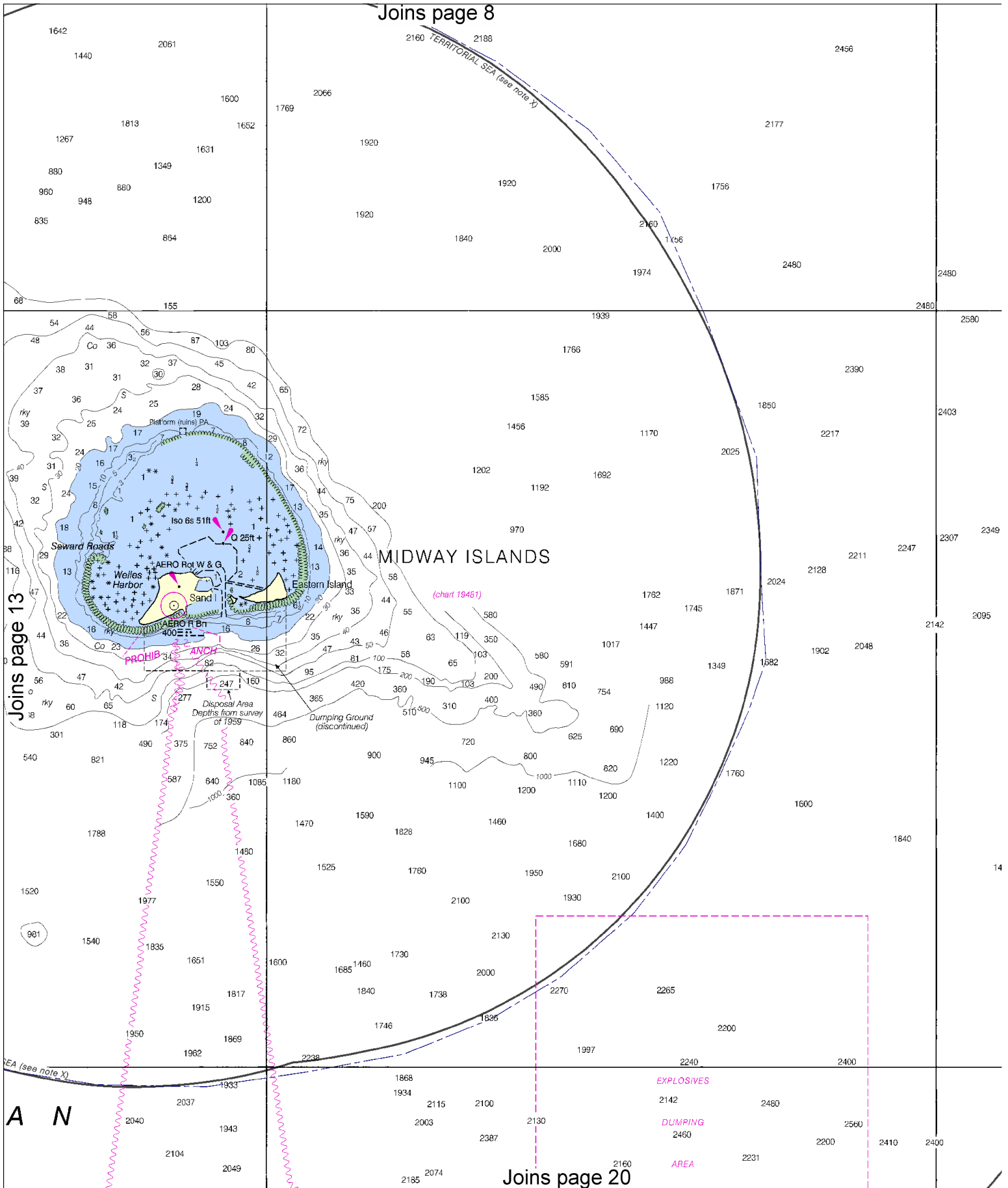
Joins page 18

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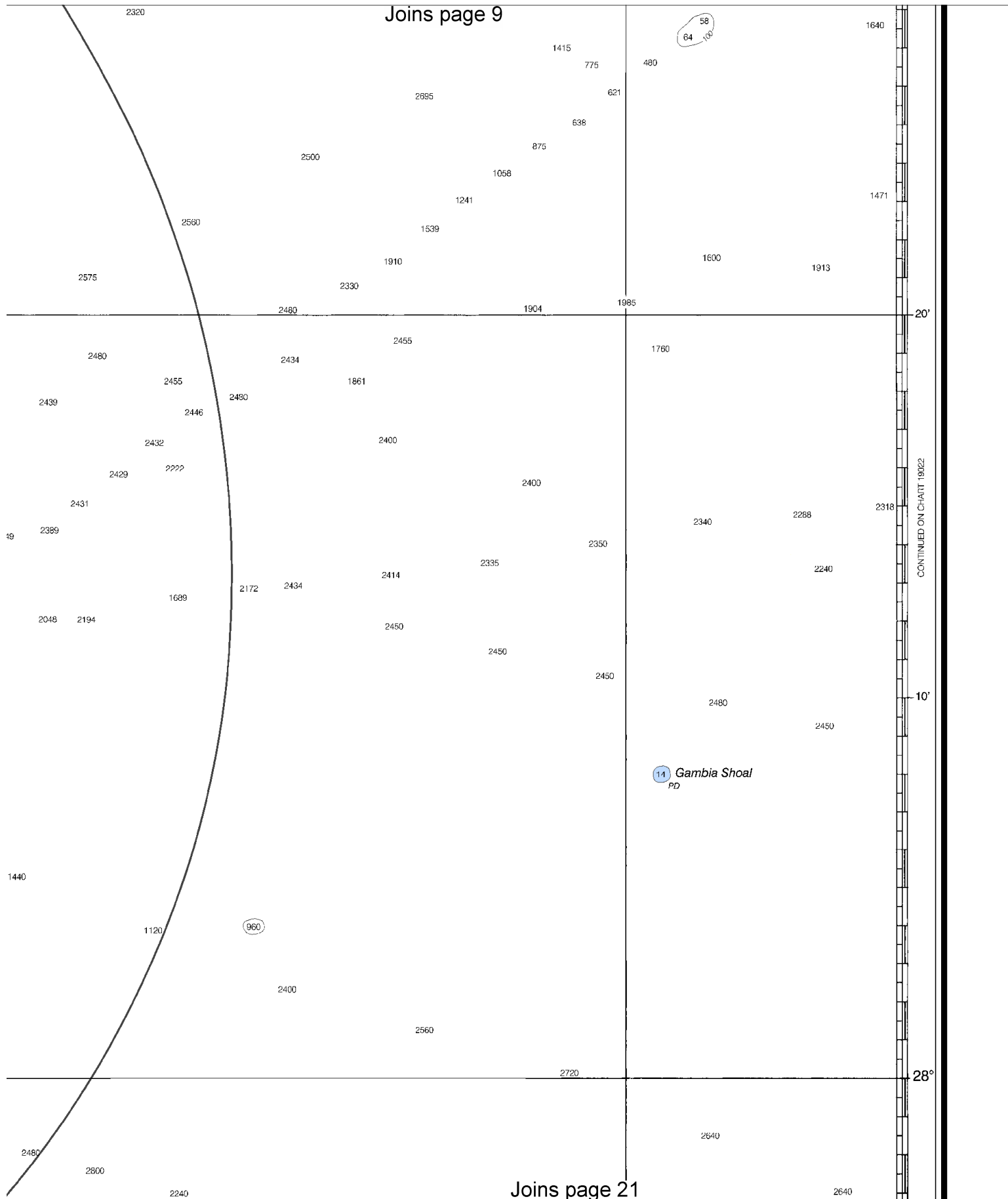
Joins page 8



14



Joins page 9



Joins page 21

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CONTIGUOUS ZONE (see note X)

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

HAWAIIAN ISLANDS

2288

GAMBIA SHOAL TO KURE ATOLL

INCLUDING

APPROACHES TO THE MIDWAY ISLANDS

Mercator Projection
Scale 1:180,000 at Lat. 28°13'
World Geodetic System 1984
(North American Datum of 1983)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
	Midway Islands (28°13'N/177°22'W)	1.2	1.0	0.2

NOTE: Chart was last revised: 2/89, 10/99, 12/02

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NOTE X

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CAUTION

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AIDS TO NAVIGATION

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CAUTION

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Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

NOTE C

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POLLUTION REPORTS

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PAPAHAŌNAUMOKUĀKEA MARINE NM (protected area: 50 CFR 404; see note A)

SHIP REPORTING SYSTEM AREA (see note E)

PARTICULARLY SENSITIVE SEA AREA

NOTE A

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Refer to charted regulation section numbers.

9th Ed., May / 07 ■ Corrected through NM May 12/07
Corrected through LNM May 01/07

19480

CAUTION

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16



Nero Seamount

PARTICULARLY SENSITIVE SEA AREA

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NOTE B

The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument have been slightly offset for clarity. The inner limit of the Ship Reporting System Area is co-linear with the outer limits of the Areas to be Avoided and is not depicted.

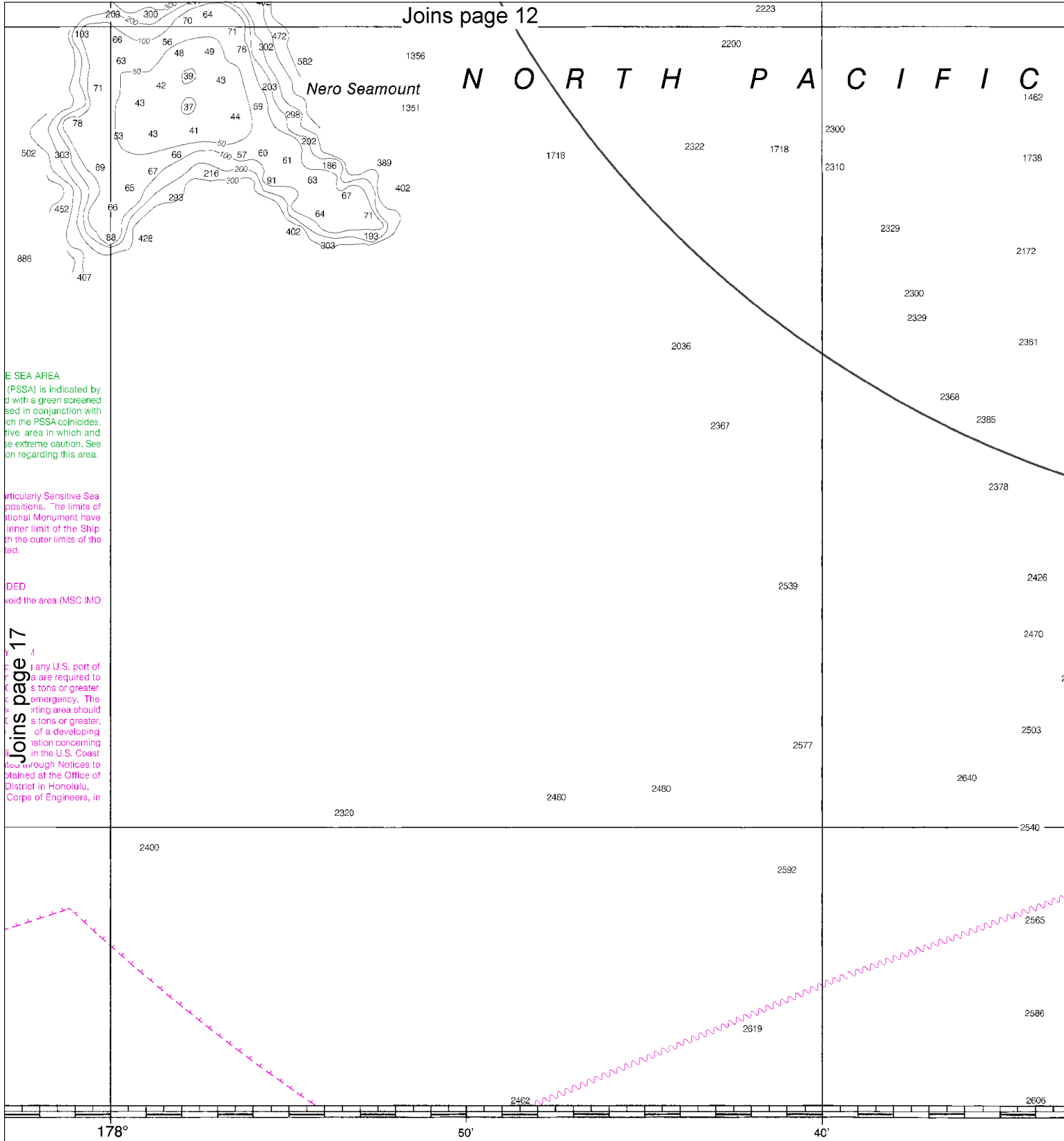
NOTE D
AREA TO BE AVOIDED

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NOTE E
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SOUNDINGS IN FATHOMS



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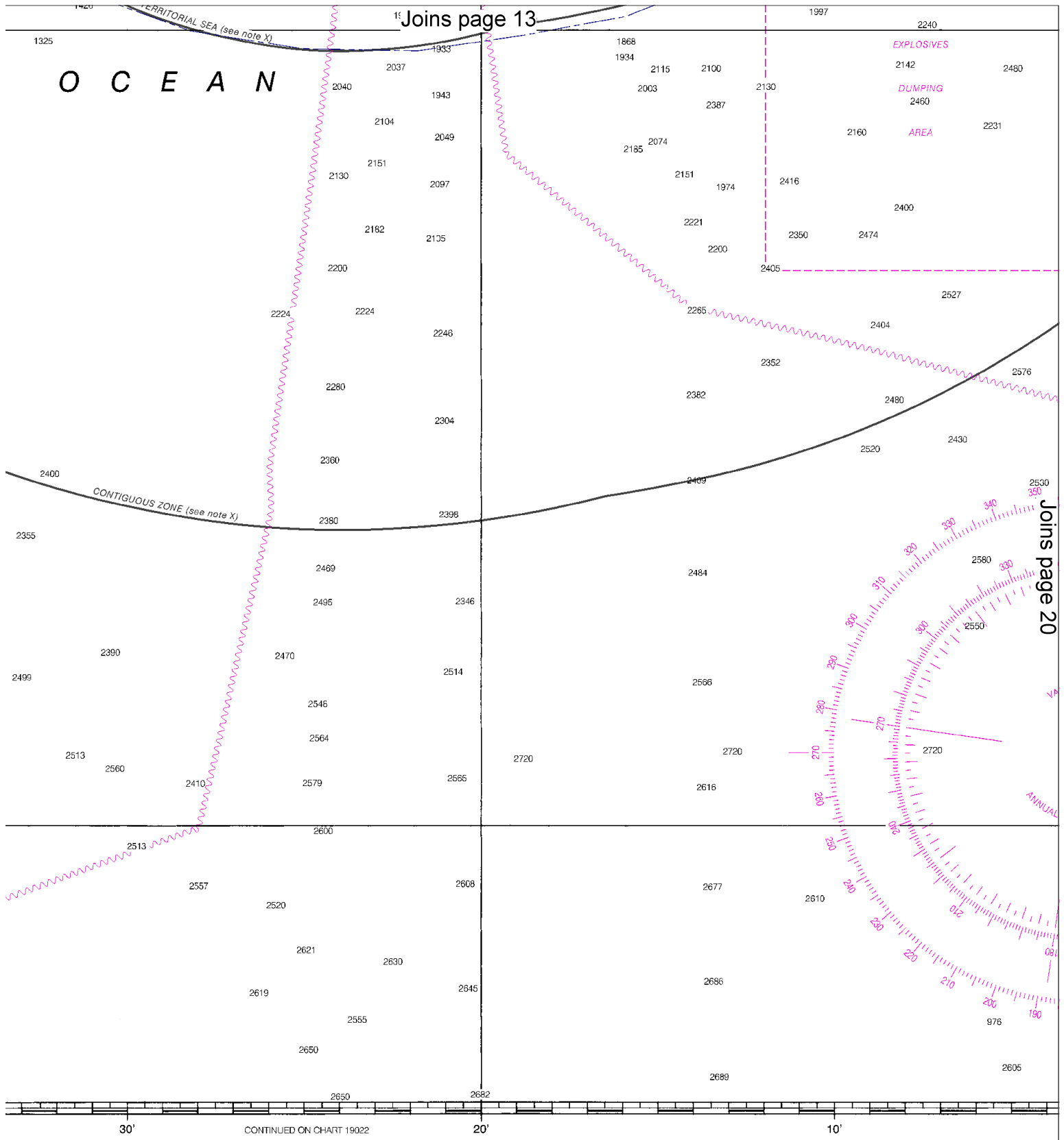
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SOUNDINGS IN FATHOMS

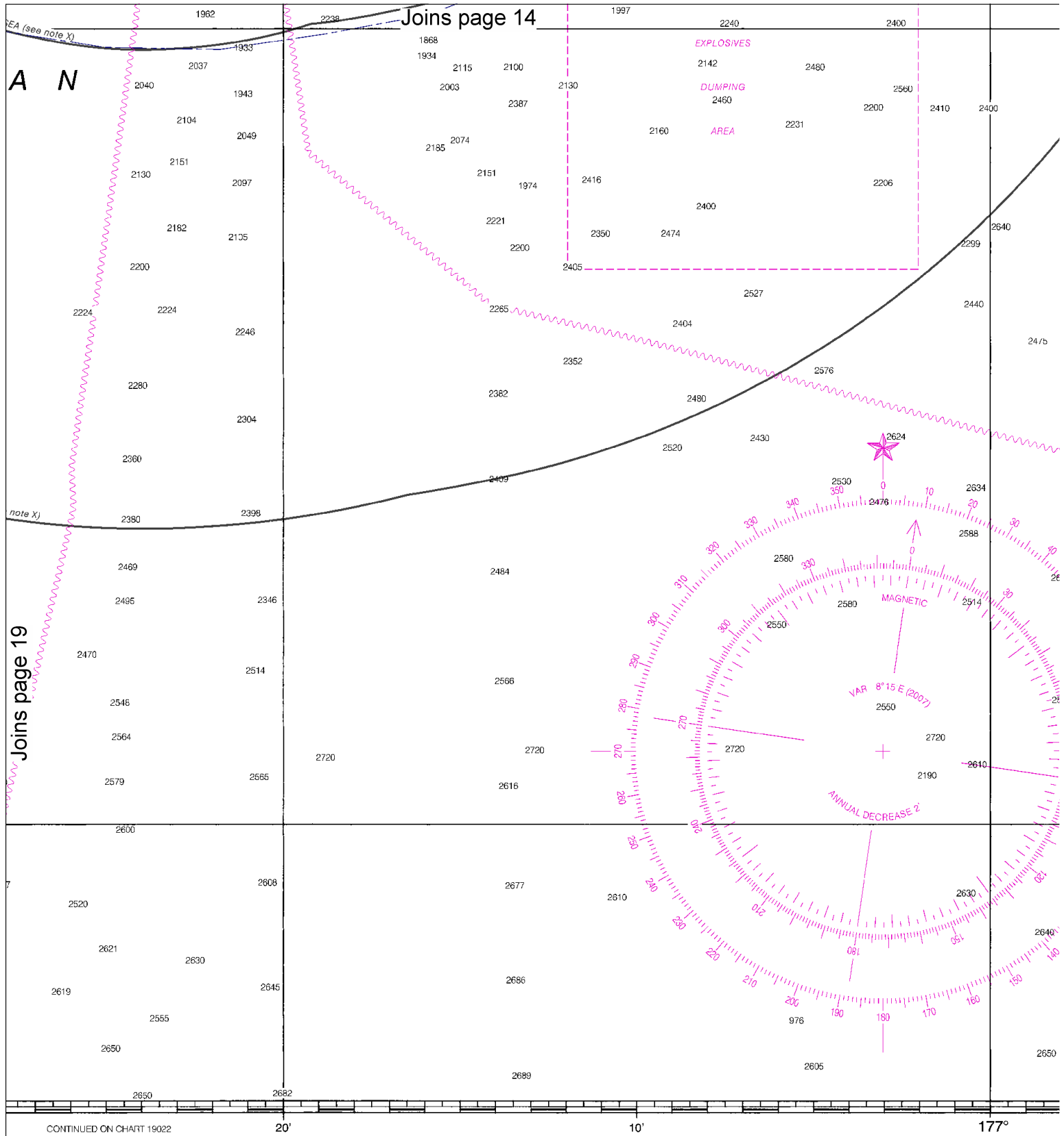
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Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
COAST AND GEODETIC SURVEY

PRINT-ON-DEMAND CHARTS
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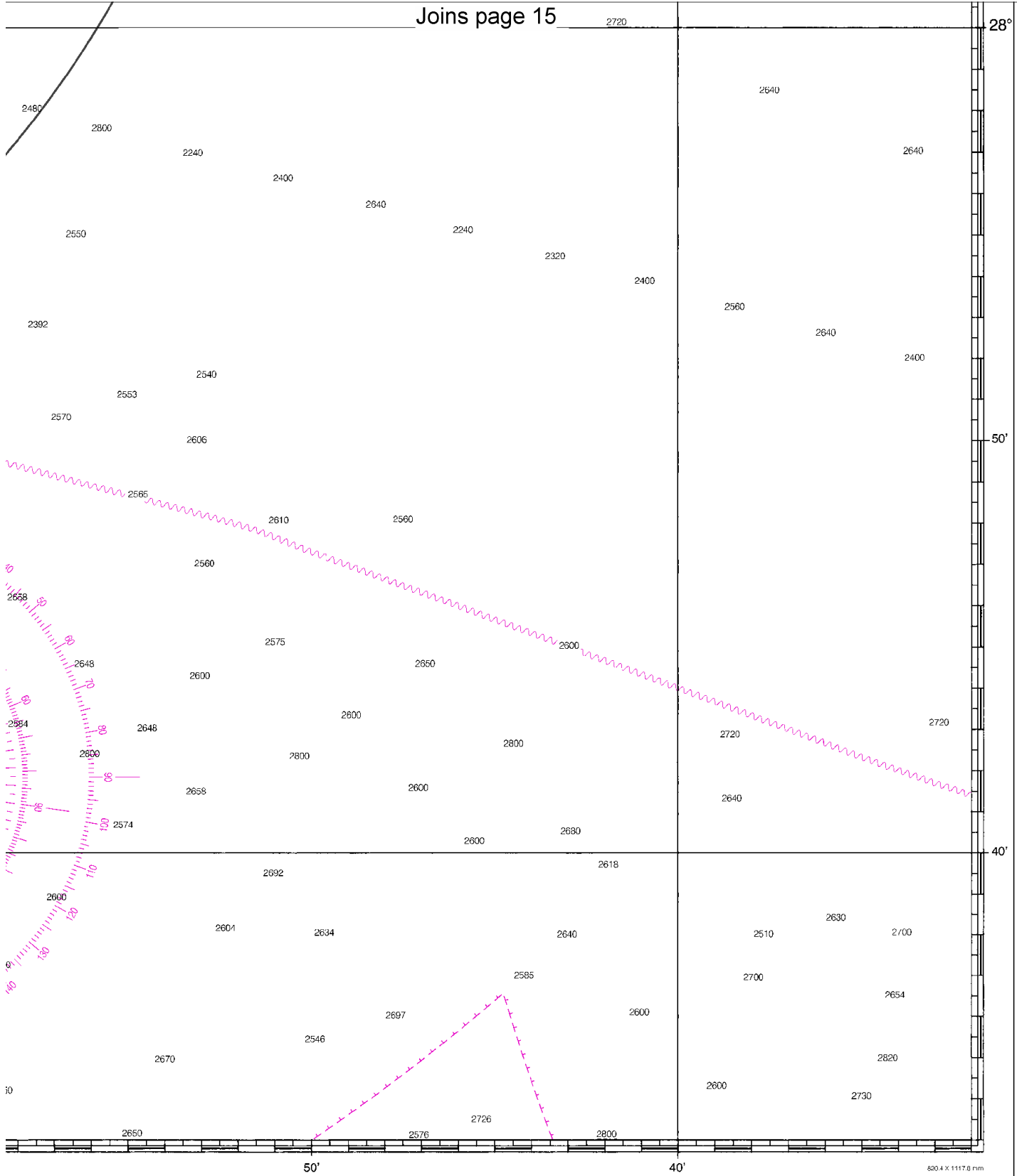
CONTINUED ON CHART 19022

PRINT-ON-DEMAND CHARTS

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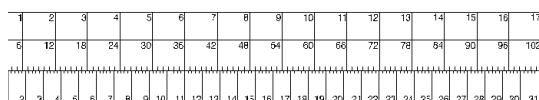
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ED. NO. 9

NSN 764201401666
NCA REFERENCE NO. 19ACO19480



Midway Islands and Approaches
SOUNDINGS IN FATHOMS - SCALE 1:180,000

19480

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 510-437-3700

Coast Guard Search & Rescue – 808-541-2500

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.